

**Amendments to the Claims:**

**Patent Claims**

**What is Claimed is:**

1. (Currently Amended) **Method** for stopping elevators, particularly by using at least one AC motor [[(14)]] driven by a static frequency converter [[(18)]], in which a brake relay [[(6)]] controls the brake [[(15)]] of the motor [[(14)]] so that de-energising the brake relay (6) will brake the motor [[(14)]], the brake relay [[(6)]] being connected with a safety switch [[(9)]] in such a manner that de-energising the brake relay [[(6)]] will reliably block the control impulses required for generating the driving motor field.
- 2.(Currently Amended) **Method** **The method** according to claim 1, ~~characterised in that~~ wherein a series-connected power semiconductor [[(20)]] will disconnect faster than the contact [[(19)]] of the brake relay [[(6)]] used to control the brake [[(15)]].
- 3.(Currently Amended) **Method** **The method** according to claim 1, ~~or 2,~~ ~~characterised in that~~ wherein if a safety system [[(2)]] is triggered, a call [[(5)]] will control the brake relay [[(6)]] so that it is pulled in.
- 4.(Currently Amended) **System** **A system** for implementation of the method according to claim 1, comprising an elevator safety circuit [[(1)]] with preferably series-connected safety systems [[(2)]], acting via the elevator control [[(3)]] upon the brake relay [[(6)]] located in a frequency converter [[(18)]], said brake relay [[(6)]] controlling the brake [[(15)]] of the motor [[(14)]], the frequency converter [[(18)]] comprising a frequency converter logic unit [[(8)]] that produces control signals, used by the motor control power semiconductors contained in the inverter [[(13)]], for a rotating-field-producing pulse pattern, and a safety switch [[(9)]], which is on the one side connected to the brake relay [[(6)]] and on the other side to the power semiconductors, so that de-energising the brake relay [[(6)]] will disconnect the torque-generating, rotating field of the motor [[(14)]].

5.(Currently Amended) ~~System~~ The system according to claim 4, ~~characterised in that wherein~~ the brake relay [[(6)]] used is an emergency-out relay, preferably conforming to EN 954-1, category 4.

6.(Currently Amended) ~~System~~ The system according to claim 4, ~~or 5,~~ ~~characterised in that wherein~~ only one brake relay [[(6)]] is provided.

7.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that claim 4, wherein~~ the frequency converter [[(18)]] is located in the connection box or in the housing of the elevator motor.

8.(Currently Amended) ~~System~~ The system according to ~~one of the claims 4 to 6, characterised in that claim 4, wherein~~ the contact [[(19)]] of the brake relay [[(6)]] controlling the brake [[(15)]] is connected in series with a power semiconductor [[(20)]].